

FROM :

Shriner file

Page 2

Jan. 14, 1971

THE DAILY HERALD

Deaths

Leonard Shriner

Leonard G. Shriner Jr., 44, died Tuesday at the Veterans Administration Hospital in Jackson where he had been a patient for four months.

Born in Charleston, S. C., he had been a Coast resident for ten years living at old Highway 90, Ocean Springs. He was an electrician by trade.

Mr. Shriner was a World War II Navy veteran.

He is survived by his widow, Mrs. Effie Smith Shriner; and three daughters, Gay Lynn, Lori Ann Shriner, both of Ocean Springs, and Cheryl Lynn Shriner, Mandeville, La.

The funeral is set for 2 p.m. Friday from Bradford O'Keefe Funeral Home in Biloxi with interment in Southern Memorial Park.

Friends may call at the funeral home after 6 p.m. Thursday.

Ar. Howard Rites

The funeral of Mrs. Frances Howard, 59, who died Monday, was held Wednesday from first Presbyterian Church in Ocean Springs with services by Rev. Merline Usner, pastor.

Interment was in Evergreen cemetery with Walter Mullen, Dan Shaw, Thomas R. Smith, Curtis L. Davis, Billie Lofton and Marshall Glazebrook serving as pallbearers.

iford Saucier Rites

The funeral service for Bud Payne Saucier, 60, who died Monday, was held Wednesday afternoon at Riemann Funeral Chapel in Gulfport. The Rev. W. J. Harbison, pastor of Church of the Nazarene, officiated.

Rev. J. L. Head, organist, led as the prelude, "What A Good We Have in Jesus"; beside, "Just A Rose Will Do"; postlude, "Amazing Grace." Interment was in Finley Cemetery. Pallbearers were Edward King, Terry Farlow, Homer E. Crayton Cuevas, Claire Cuevas and Hal Kibler.

Bert Murphy

Bert Dee Murphy, 65, died Wednesday afternoon at his residence at 2011 23rd Ave., Gulf-

Murphy, born Jan. 16, in Mt. Olive, Miss., was a son of World War II, served with the U. S. Army.

Survivors include a son, Glen H. Murphy, Gulfport; and a sister, J. R. Jessely, Wiggins. Body is at Riemann Fun-

Hugh B. Kelly

Hugh Brent Kelly, 67, a resident of 2308 Magnolia Pl., Gulfport, retired Western Union manager, died Wednesday at 7:30 a.m. at Howard Memorial Hospital in Biloxi.

Born June 20, 1903, in Lexington, Ky., he was the son of the late James Ford and Marcelle Rhein Kelly.

Mr. Kelly was postal telegrapher for 49 years for Western Union. In the early 1940's he transferred from Nashville, Tenn., returning to Gulfport where he retired as manager in June 1963.

He was a member of St. Peter's by-the-Sea Episcopal Church.

Mr. Kelly is survived by his wife, Mrs. Doris Hobgood Kelly, Gulfport.

Friends may call at Leng Funeral Home in Gulfport after 5 o'clock this evening.

The funeral service will be held Friday morning at 9:30 at St. Peter's Episcopal Church with the Rev. Roy C. Bascom, rector, officiating.

A graveside service will be held Friday at 3 p.m. at Memorial Park Cemetery in Meridian.

The family prefers contributions to St. Peter's by-the-Sea Building Fund or to the Cancer Society.

Federal Judge Approves Penn Central Bond Issue

PHILADELPHIA (AP) — A federal judge has authorized the Penn Central Transportation Co. to issue \$100 million in government-guaranteed certificates to keep the financially plucked railroad running for the next 2 1/2 months.

U.S. Dist. Court Judge John P. Fullam, who is overseeing the financial reorganization of the railroad, granted the sum—\$10 million less than the court-appointed trustees originally requested—after he received word Wednesday from U.S. Transportation Secretary John Volpe that the government would guaran-

Lively B. Willoughby, 28, inventor of the canned refrigerated-haunted process, died Wednesday. Willoughby joined Ballard Mills in 1931 after developing the process. Ballard later was acquired by the Pillsbury Co.

Fullam said the \$100 billion was pared by Volpe, but there was no indication why.

Volpe's approval was the last step in assuring issuance of the certificates.

Volpe had said that proceeds from the sale of the certificates may be used only to meet payroll or other expenses essential to keeping the railroad running.

Penn Central officials said they hoped to arrange sale of the certificates by early in the week of Jan. 25. They said the Penn Central would have run out of funds by Jan. 28 if approval had not been granted.

Under the modified agreement, \$50 million of the certificates will mature in five years, and the balance in 15 years, all at 6 1/2 per cent.

Proceeds of the sale of certificates are guaranteed under the

BACK BAY OF BILOXI

Proposed I-710 Interchange

Project No. SP-022-1 (3), Harrison County (Proposed Mississippi Highway 13; Beginning of Project: Station 187 plus 50 at U.S. Highway 90 in Biloxi. End of Project: Station 391 plus 10 at south construction limits of cloverleaf interchange at Interstate 10.

Length of Project: 3.26 miles.

Length of continuous elevated roadway (bridge): 2.45 miles.

1. Project begins at U. S. Highway 90 with at-grade channelized intersection on south side (beach side).

2. Continuous elevation roadway (bridge) begins at approximate Station 188 plus 50 and ends at Station 318 plus 6150.

A. Bridge Width:

1) Total 80.75 feet (four 12 foot lanes, 10 foot outside shoulders and 12.75 foot median).

B. Bridge Alignments, Separations and Interchanges:

1) Loop out over Gulf of Mexico.

2) Overpasses U. S. Highway 90 (approximately 18 foot six inch vertical clearance).

- 3) Overpasses with Howard and from the north (two)
- 4) Overpasses L&N Railroad
- 5) Overpasses Division S and from the north (two r. lanes with 16 foot median)
- 6) Overpasses Chartres (four ramps). Chartres Drive (Elevated roadway between Drive has six 12 foot lanes.
- 7) Spans Biloxi Back Bay (a) Bascule span at St. bridge — 63.75. Bridge over mean Gulf level of 0.0 with bridge
- (b) Five foot sidewalk between Bayview Drive (Station 312).
1. Overpasses relocated

Troops Off To War

By ROBIN MANNOCHE
Associated Press Writer

ON HIGHWAY 4, Cambodia (AP) — Cambodian troops marched off to war today, laughing and joking.

Ahead lay the frowning heights of the Elephant Mountains and the Pich Nil Pass, with veteran North Vietnamese dug in on the heights. The pass is about five miles south of the Cambodian positions.

There will be bloody work ahead, but the Cambodian soldiers marched as if they did not have a care in the world. There was considerable horse play as they moved along. Even military police giggled.

An officer stood and directed men down a trail that leads from a valley to Pich Nil, the pass through which Highway 4 runs from Phnom Penh to the sea.

Another force is pushing from the south toward Stung Chhay, another pass 35 miles south of Pich Nil. The objective is to dislodge the North Vietnamese from the vital route that they have blocked since Nov. 1.

Part of the force is armor and such armor—old French tanks, old U.S. Sherman tanks and a motley collection of armored cars.

The procession was held this morning by a blown bridge only about a mile from the kickoff point, 35 miles southwest Phnom Penh.

Cambodian engineers completed another bridge across a ravine by noon and the tanks began to roll. As the tanks and troops moved forward, heavy 155mm mortars thundered the rear, sending shells whizzing over their heads.

With the Cambodians on a southward drive is a season South Vietnamese marine brigade. But Brig. Gen. Sotheu Fernandez said he was keeping the brigade in reserve.

"I am going to take Pich Nil with my own troops," he declared. "There will be fighting for sure."

The general predicted his men would seize Pich Nil by today or Friday, but the North Vietnamese are well dug in.

Obscene Material

Price Really The Only